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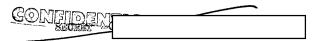
## 6. Production:

- a. The rough tylinder blocks were east in the foundry of Department o. 1, tailored in other workshops and bored, ther sent to Department o. 2. There they were assembled and made ready for shipment. The under side of the cylinder blocks was round; there were two vanes arranged in V-form. Dimensions: Leugth, fro 1,200 to 1,800 mm; width, about 500 nm; height, about 1,100 nm.
- b. Fotor vehicle fan blades were also manufactured, in addition to other cooling system accessories (radiator cans). Much light metal, perhaps some kind of duraluminum, was used.
- Nate of froduction: Fellor PTs once stated that 24 cylinder blocks were completed every day per shift. They were shipped by rail in boxes. The required boxes were manufactured in the sawmill of Department o. 1.
- 8. Another source observed the production of radial and incline orgines.
  These engines were also som of the took stands. About eight unite of the two types were manufactured every day.
- 9. According to Soviets, the in-line engines were installed in Yak-5 fighters and the radial engines in DR-33. They stated that these engines were a Soviet development.
- 10. Location: According to a third source, the Aircraft Engine Plant No. 26 comprised two departments and was located northeast of UFA mear CHERNIKOVKA.

## 11. Production:

- a. Incine parts
- b. Practor parts
- c. Tank parts
- d. unning gears
- e. Bogie wheels
- f. Crankcases for large aircraft engines
- g. Engine cowlings and aircraft wings
- h. Pump casings
- 1. Small accessories

The performance standard for the tailoring of crankcases was from 18 to 22 crankcases per shift.



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12. Ecording to Soviets, aircraft engines were assembled in Department to. 5 of Plant o. 26. This department was located a short distance ast of the plant. Pwelve-cylinder in-line engines, fluid-cooled, were seen. The noise from the test stands could be heard day and night.

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## Comment:

- a. On the basis of available information it is assumed that the foundries and production shops are located in the mestern section of "lant No. 26, whereas the engine assembly halls and the test stands are to be found in the eastern section.
- b. The estimates of the work force vary from 20,000 to 60,000. According to concordant statements, work is being done in three shifts. This would indicate that the plant works to capacity.
- c. The production, which toward the end of the mar amounted to about 1,500 engines of type N=105 and V=107, now comprises:

Aircraft engines Components of jet-power plants Vehicle motors and gamerators.

The monthly output of aircraft engines is estimated at seven hundred, including four hundred to five hundred engines of type I-103 and I-107 and two hundred to three hundred double-row radial engines.

- d. From the mentioned Soviet statement that the doublerow radial engines were being installed in DB-3s it is
  inferred that this engine was possibly of type U-88 and
  N-89, which during the war was built in OMSK. It is noteworthy that another report also mentioned the production
  of parts for the B engine.
- l Arnex: Aircraft engine Tlant To. 26 in UF:- WHEPUKOVKA

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